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ABSTRACT OF THE DISCLOSURE

A method for controlling the driving stability of a vehicle, by which a rear camber angle of the wheels of the rear axle is actively adjusted depending on a driving situation, and a front anti-rolling torque is exerted on the front axle and a rear anti-rolling torque is exerted on the rear axle. The inventive method is characterized by a rolling torque distribution which represents the ratio of the rear anti-rolling torque to the front anti-rolling torque is adjusted depending on the rear camber angle of the wheels on the rear axle. The invention also relates to a chassis arrangement for carrying out the inventive method.